It was anticipated, therefore, that this panel would be well-suited to review and advise the Agency with respect to the section 812 studies of the overall net benefits of the Clean Air Act. In fact, EPA explored the possibility of relying on the EEAC to serve the purpose of the ad hoc review panel (the Advisory Council for Clean Air Act Compliance Analysis, or ACCACA) mandated by section 812 of the Clean Air Act. However, a review of the relevant statutes led EPA's Office of General Counsel to conclude that the two entities must be separately chartered.

Therefore, it was merely this specific strategy of using the EEAC to function as the ACCACA which was canceled. EPA still fully intends to meet the requirements of section 812 for external review by scientific experts. However, it appears likely that a separate ad hoc ACCACA will have to be chartered. EPA will continue to explore, however, the possibilities for cross-membership between the two committees.

Question: What is EPA's regulatory process for development of Conformity provision of the Clean Air Act Amendments of 1990? What is the current status of the Conformity rule?

Answer: The conformity provision contained in Section 176(c) of the CAA will be developed using standard Agency operating procedures for rulemaking, which are based on the requirements of the Administrative Procedures Act. The workgroup is currently developing the proposed rule in consultation with DOT. After the proposed rulemaking is developed, pursuant to Executive Order 12291, it will be referred to OMB for review. After the Administrator signs the proposal, it will be published in the Federal Register and the customary public participation will follow, including a public hearing and comment period. The final rule will be developed after full consideration of all comments.

Question: What is EPA doing to respond to assertions that contaminated gasoline was used to conduct emission tests for MMT fuel additive?

Answer: Recently, Ethyl Corporation and EPA have been conducting testing primarily to determine if MMT in gasoline causes increased tailpipe particulate emissions. Previous EPA data showed such an effect but Ethyl testing did not. In its most recent waiver request for MMT additive, received July 12, 1991, Ethyl claims that contaminants in EPA's test fuel, and not MMT, caused the particulate increase. The test fuel used in the Ann Arbor lab was found to be contaminated by freon which leaked from

testing equipment. The freon in the fuel mix is believed to have caused the particulate increase found. As a result, the concern regarding particulate increases has largely been alleviated.

Under the law, EPA has 180 days after receipt of a waiver request to reach a decision or the waiver is automatically granted. Review of Ethyl's request must be completed by January 8, 1992. There are a number of important issues that must be resolved before a decision can be made on the waiver. As part of EPA's process of exploring these issues, a public hearing was held on September 12 at which EPA received comments on the application.

Question: Was the WEPCO Rule the product of an unusual or unprecedented procedure wherein EPA turned the writing of an EPA rule over to an inter-agency task force headed up by CEA and staffed principally by DOE? (2) Has any prior EPA rule ever been written by another agency? (3) Has DOE ever been so heavily involved in the drafting of an EPA rule?

Answer: As I stated at the hearing, the Administration's legislative proposal on WEPCO served as the blueprint for the WEPCO proposed rule. In preparing this legislative proposal, EPA went through extensive internal consultations and reviews in order to assure that the legislative proposal served the goal of streamlining compliance with the new acid rain provisions while not compromising efforts to assure timely attainment of all NAAQS and to prevent significant deterioration of clean air regions. Thus, the WEPCO policy issues had largely been raised and resolved within EPA in the process of developing the Administration's legislative proposal. Furthermore, following the hearing at which the Administration's position on WEPCO was set forth, Senator Ford's subcommittee asked for an evaluation of what parts of the Administration's proposal could be implemented through regulatory means under the pre-existing statutory language. The development of responses to this inquiry resulted in the Agency considering internally different rulemaking approaches. For these reasons, when the Agency began to develop its administrative proposal, it was recognized that the normal internal procedures of work groups and wide circulation of draft rules were not necessary to ensure full internal review of the final product.

Because of the short deadlines presented by both the Administrator's commitment to implement positions (compatible with applicable law) reached by the Administration during the Clean Air Act debate, and, most importantly, the fast-approaching compliance decisions that all phase I sources face under Title

ETHYL CORPORATION

GOVERNMENT RELATIONS
1155 Fifteenth Street, N.W., Suite 611
Washington, D.C. 20005
Tel (202) 223-4411
Fax (202) 223-1849

Lt. Gen. Jeffrey G. Smith, U.S.A. (Ret.)
Director of Government Relations

16 December 1991

Ms. Mary T. Smith
Director
Field Operations and Support Division
Office of Mobile Sources
EN-397F
U.S. Environmental Protection Agency
401 M Street, S.W.
Washington, D.C. 20460

Dear Ms. Smith,

Enclosed are plots and table of average FTP emissions through 100,000 miles of Ethyl's six test fleet Buicks (Model G-2.5L).

Please note:

1) The fuel injectors on these cars were never changed.

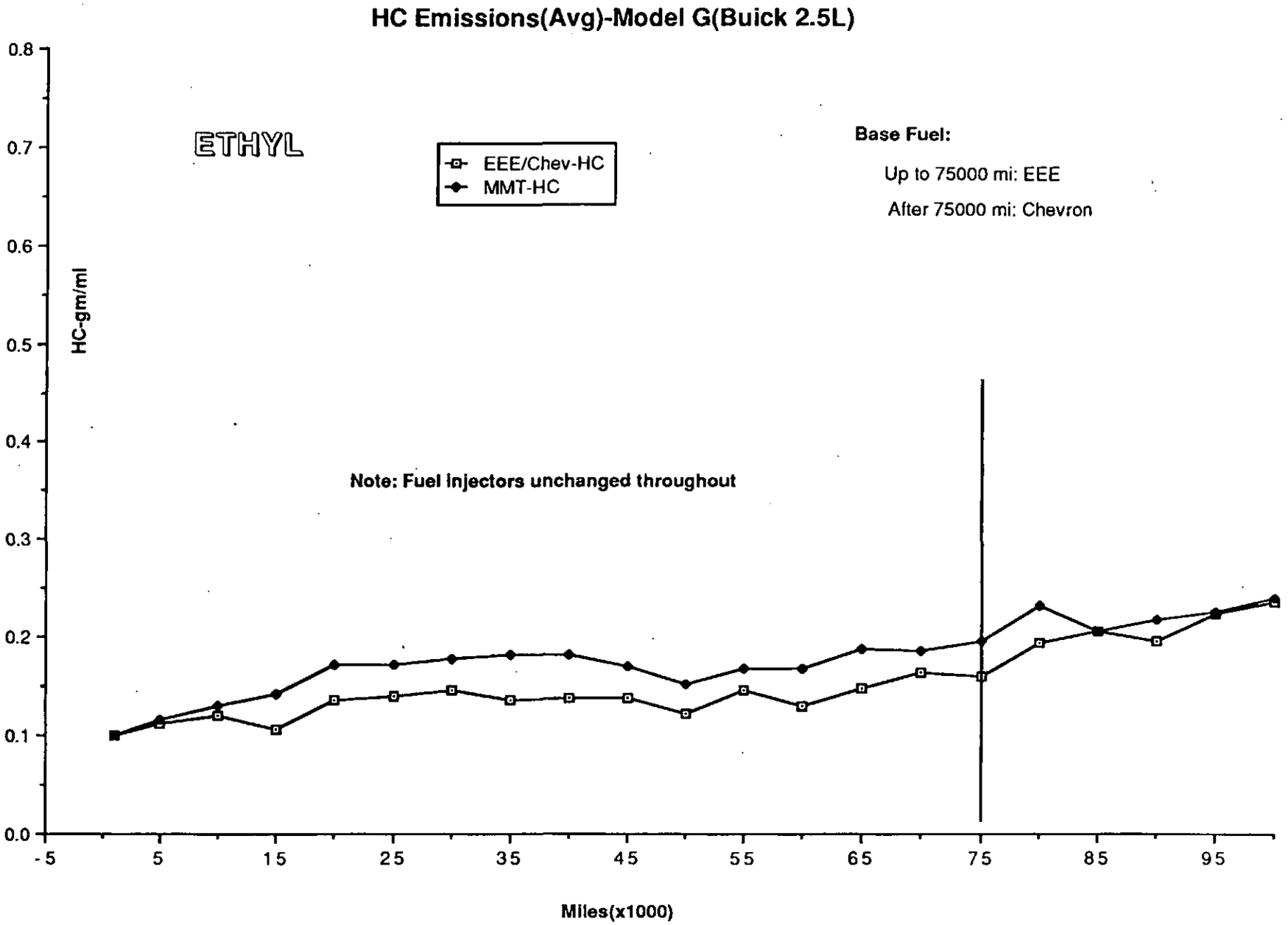
2) The marked advantage for MMT fuel in CO and NO_x emissions.

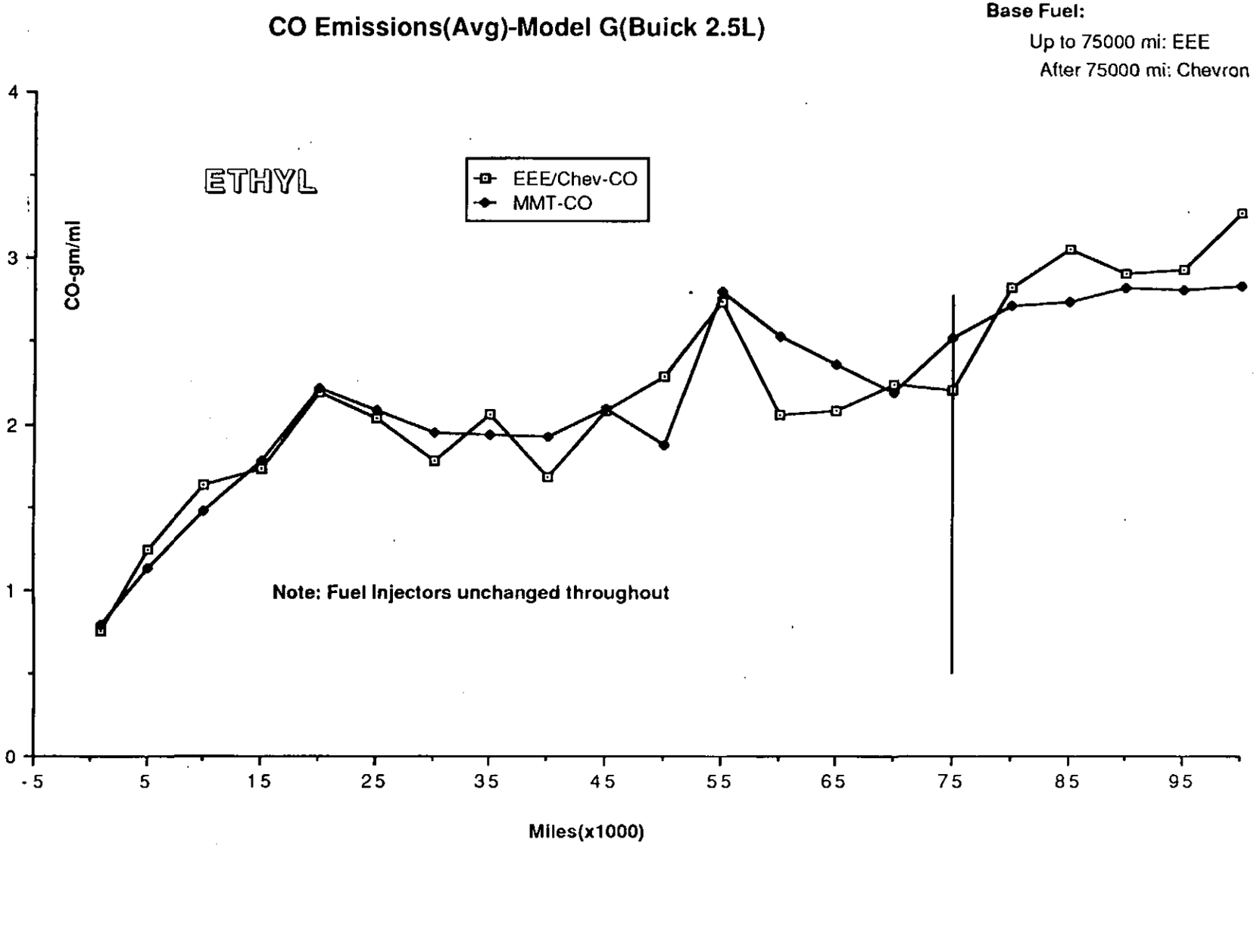
3) The diminishing of the always minor difference in HC emissions as mileage accumulated.

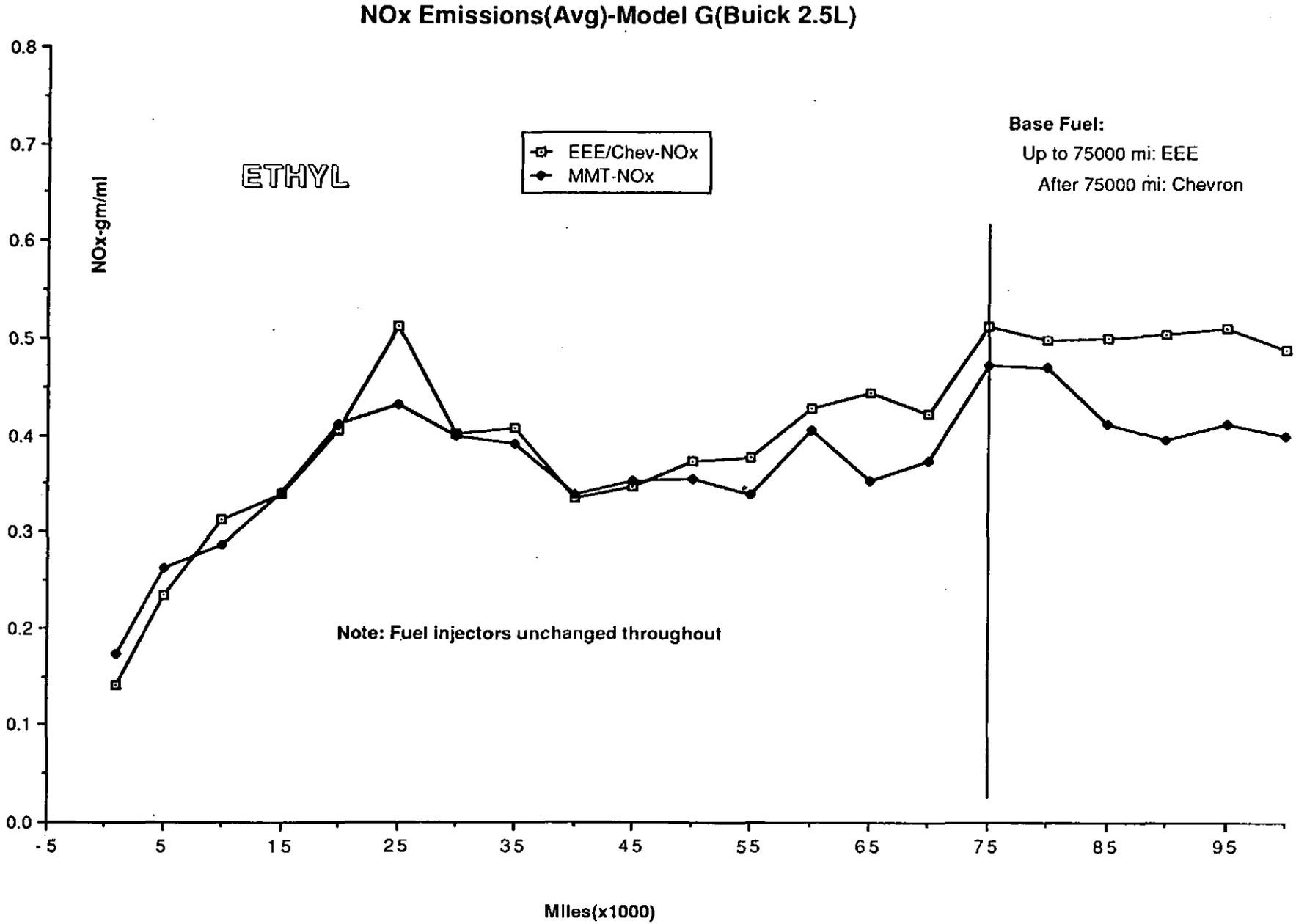
Sincerely,

Jeffrey G. Smith

4 Enclosures (as stated)


HC Emissions(Avg)-Model G(Buick 2.5L)
ETHYL
EEE/Chev-HC
MMT-HC
Base Fuel:
Up to 75000 mi: EEE
After 75000 mi: Chevron
HC-gm/ml
Note: Fuel Injectors unchanged throughout
0.0
0.1
0.2
0.3
0.4
0.5
0.6
0.7
0.8
-5
5
15
25
35
45
55
65
75
85
95
Miles(x1000)


CO Emissions(Avg)-Model G(Buick 2.5L)
Base Fuel:
Up to 75000 mi: EEE
After 75000 mi: Chevron
ETHYL
EEE/Chev-CO
MMT-CO
CO-gm/ml
Note: Fuel Injectors unchanged throughout
Miles(x1000)
0
1
2
3
4
-5
5
15
25
35
45
55
65
75
85
95


NOx Emissions(Avg)-Model G(Buick 2.5L)
ETHYL
EEE/Chev-NOx
MMT-NOx
Base Fuel:
Up to 75000 mi: EEE
After 75000 mi: Chevron
NOx-gm/ml
0.8
0.7
0.6
0.5
0.4
0.3
0.2
0.1
0.0
-5
5
15
25
35
45
55
65
75
85
95
Note: Fuel injectors unchanged throughout
Miles(x1000)

Emissions-Model G

Mon, Dec 16, 1991 1:46 PM

	Miles(x1000)	EEE/Chev-HC	MMT-HC	EEE/Chev-CO	MMT-CO	EEE/Chev-NOx	MMT-NOx	Remarks
1	1	0.101	0.100	0.758	0.789	0.142	0.173	Base Fuel:
2	5	0.113	0.117	1.243	1.131	0.234	0.261	Up to 75000
3	10	0.120	0.130	1.631	1.469	0.313	0.287	miles: EEE.
4	15	0.106	0.142	1.732	1.773	0.338	0.341	After: Chevron
5	20	0.136	0.172	2.191	2.207	0.405	0.412	commercial
6	25	0.140	0.173	2.033	2.077	0.511	0.432	----------
7	30	0.146	0.179	1.770	1.947	0.400	0.399	Total of six
8	35	0.136	0.182	2.058	1.939	0.408	0.391	cars used.
9	40	0.139	0.182	1.682	1.919	0.334	0.338	Three on base
10	45	0.138	0.171	2.075	2.091	0.347	0.353	fuel;three on
11	50	0.123	0.153	2.282	1.873	0.373	0.354	base blended
12	55	0.146	0.169	2.737	2.794	0.377	0.339	with MMT
13	60	0.130	0.169	2.053	2.525	0.427	0.406	(HiTEC 3000).
14	65	0.148	0.189	2.084	2.356	0.443	0.353	Averages of 2
15	70	0.164	0.186	2.234	2.190	0.422	0.373	measurements
16	75	0.161	0.197	2.198	2.511	0.512	0.471	every 5000 mi
17	80	0.194	0.232	2.818	2.706	0.497	0.469	are shown.
18	85	0.206	0.207	3.054	2.732	0.499	0.411	
19	90	0.197	0.219	2.907	2.825	0.503	0.394	
20	95	0.224	0.226	2.936	2.813	0.509	0.411	
21	100	0.236	0.241	3.268	2.829	0.488	0.399	
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